



Highway 17 Bicycle & Pedestrian Feasibility Study

Complete Streets and Transportation Commission Meeting

July 9th, 2020
7:30 A.M



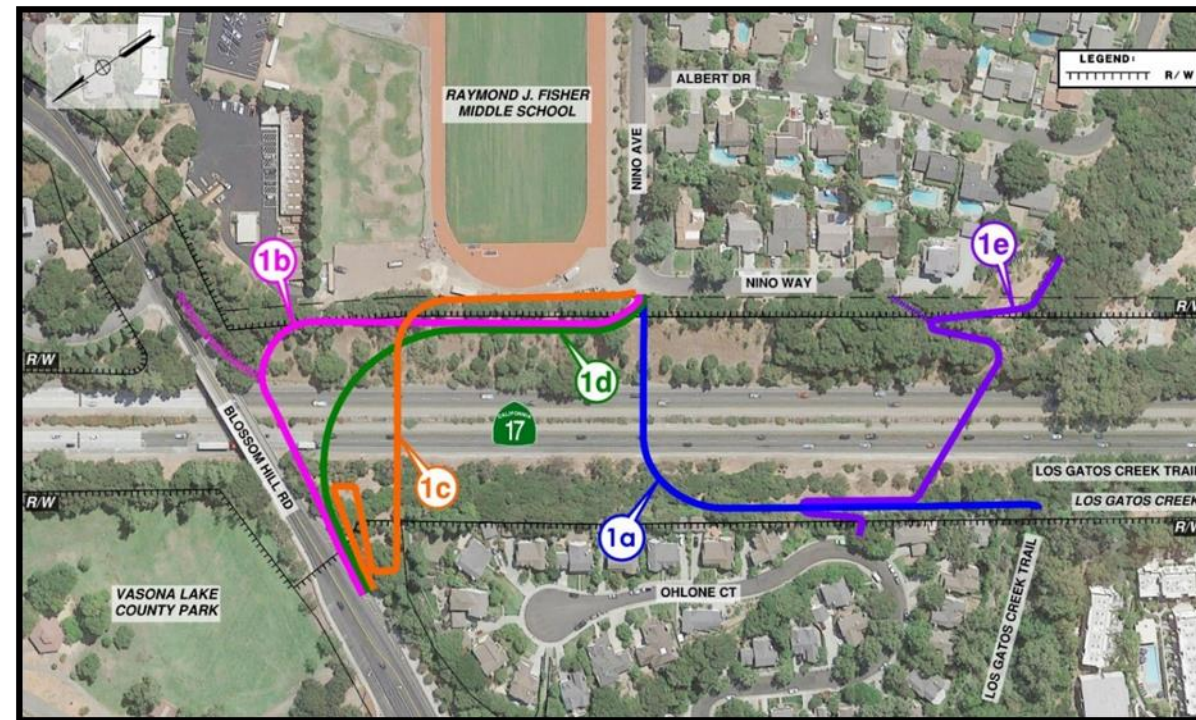
ORIGINAL ALTERNATIVES

- **Alternative 1** – A new bicycle and pedestrian bridge connecting to Nino Avenue
- **Alternative 2** – A separate bicycle and pedestrian bridge along Blossom Hill Road
- **Alternative 3** – Widening the existing Blossom Hill Road Bridge for bicyclists and pedestrians



INITIAL ALIGNMENT SCREENING

- 1a. **Los Gatos Creek Trail Connector to Nino Ave** – A perpendicular crossing that provides a direct connection between Los Gatos Creek Trail on the west side and Nino Way on the east side.
- 1b. **Blossom Hill Rd Skewed Connector to Nino Ave** – A skewed main span crossing with a point of connection at Blossom Hill Rd to the West and Nino Way to the East. Additionally, the option of a second connection to East Blossom Hill Rd was studied, and is shown in the Figure.
- 1c. **Blossom Hill Rd Perpendicular Connector to Nino Ave** – A perpendicular main span crossing that provides the same points of connection as Alternative 1b (with the exception of the optional second landing along East Blossom Hill Rd). A switchback alignment is required along the west approach to provide enough distance to conform to existing grades along Blossom Hill Rd with a profile grade of 5% or less that meets ADA requirements.
- 1d. **Blossom Hill Rd Curved Connector to Nino Ave** – A curved main span crossing that provides the same points of connection as Alternative 1c.
- 1e. **Ohlone Ct Connector to Pine Ave** – A skewed main span crossing that connects Ohlone Ct with Pine Ave. The option of a second connection to Nino Ave was studied, and is shown in the Figure.
2. **Blossom Hill Rd Separate Bridge** – (Pictured in Figure 11) provides a second parallel crossing with Blossom Hill Rd for bicyclists and pedestrians.
3. **Blossom Hill Rd Bridge Widening** – (Pictured in Figure 11) widens the existing Blossom Hill Rd Bridge for bicyclists and pedestrians.






Evaluation Criteria

- Community Feedback
- Caltrans Coordination
- Origin/Destination Study
 - Existing travel patterns
 - Future demand (how well will the improvements serve the different user groups and destinations)
- User Experience
- Utility Impacts
- Right of Way Impacts
- Geotechnical Considerations
- Environmental Constraints (Trees, Visual, etc)
- Cost

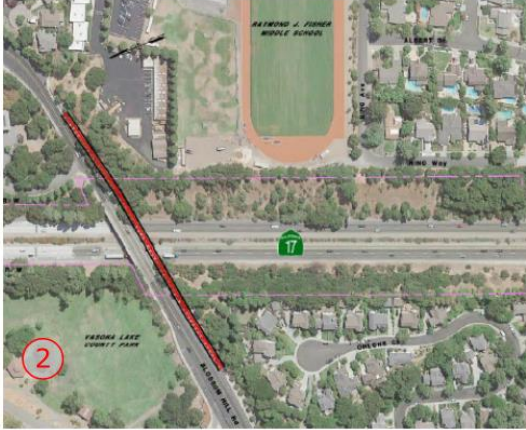
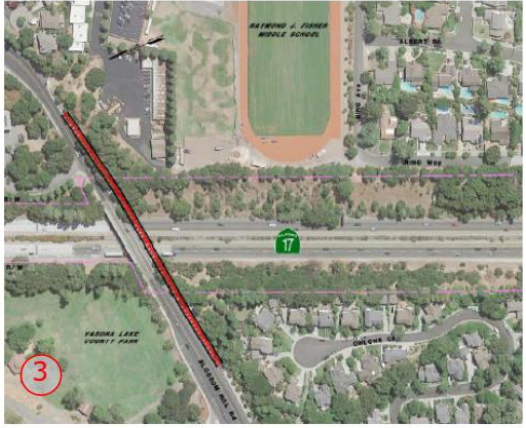


FEASIBLE ALTERNATIVES – Nino Avenue

| ALTERNATIVES | BENEFITS | CONSIDERATIONS |
|---|---|---|
|  | <ul style="list-style-type: none"> • Provides connection to Los Gatos Creek Trail • Greatest Design Flexibility <ul style="list-style-type: none"> ○ Horizontal alignment is more direct of a connection to Nino Way ○ Required vertical clearance can easily be achieved. ○ Pier in Highway 17 median may not be required • Safe and direct route to Fisher Middle School with connection at Nino Ave. • Better user experience with a separated Class 1 BPOC. | <ul style="list-style-type: none"> • Introduces a visual obstruction and privacy issue to the residents of Ohlone Ct. • Incorporate mitigation measures such as railings, downward or dimmed lighting, sound barriers and or privacy screening. • Modification to existing sound walls at the Los Gatos Creek Trail and along Highway 17 would need to occur. |
|  | <ul style="list-style-type: none"> • Maintains existing bike and pedestrian traffic patterns on the West side of Blossom Hill Road • Safe and direct route to Fisher Middle School with connection at Nino Ave. • Better user experience with a separated Class 1 BPOC. | <ul style="list-style-type: none"> • Potential right of way impacts on East side. • Slightly constrains future Blossom Hill Road widening • Changes bike and pedestrian traffic patterns on East side. |
|  | <ul style="list-style-type: none"> • Maintains existing bike and pedestrian traffic patterns on the West side of Blossom Hill Road • Safe and direct route to Fisher Middle School with connection at Nino Ave. • Better user experience with a separated Class 1 BPOC. | <ul style="list-style-type: none"> • Potential right of way impacts on East side. • Slightly constrains future Blossom Hill Road widening • Changes bike and pedestrian traffic patterns on East side. • Impacts to Ohlone Ct. residences similar to Alternative 1A. • More costly due to longer route. • Tight radii create potential conflict points for bicyclists and pedestrians |



FEASIBLE ALTERNATIVES – Blossom Hill

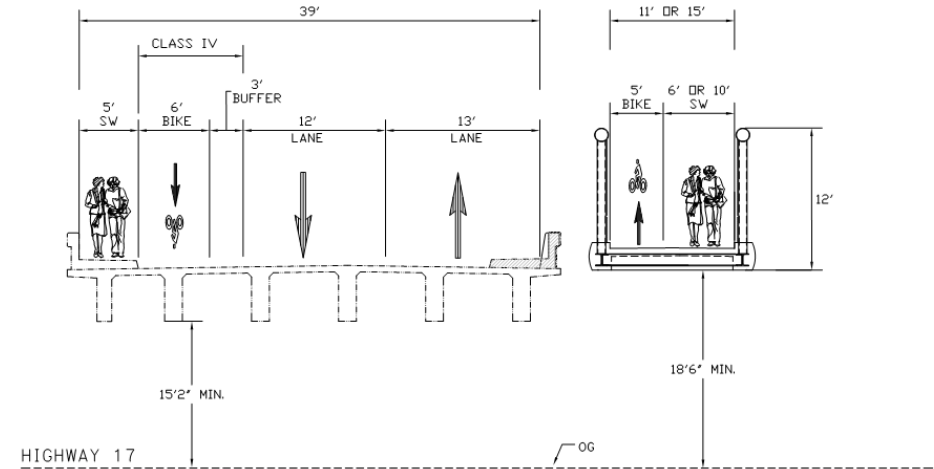
| ALTERNATIVES | BENEFITS | CONSIDERATIONS |
|---|---|--|
|  | <ul style="list-style-type: none"> • Potential to provide a two-way Class I facility • Allows for sidewalk removal on south side of Blossom Hill Road and would provide the following: <ul style="list-style-type: none"> ◦ Room for wider existing vehicular lanes ◦ Room for a Class IV westbound bike lane in addition to BPOC • Provides greater user experience than Alternative 3 with the BPOC separated from vehicles | <ul style="list-style-type: none"> • Limits Future Widening Options due to proximity to existing Blossom Hill Road Bridge • Additional modifications will be necessary for a two-way path at the conforms on Blossom Hill Road • Aesthetic limitations due to adjacent bridge. A more intricate bridge design may visually conflict with the existing Bridge. |
|  | <ul style="list-style-type: none"> • The Least initial construction cost is anticipated with this alternative. • Allows for sidewalk removal on south side of Blossom Hill Road and would provide the following: <ul style="list-style-type: none"> ◦ Room for wider existing vehicular lanes ◦ Room for a Class IV westbound bike lane. | <ul style="list-style-type: none"> • Limits future widening options greatly due to overlap with the existing bridge. • Vertical clearance is limited to existing Blossom Hill Road Profile. • Greatly reduced Aesthetic options due to adjacent bridge. |

SECTION ALTERNATIVES



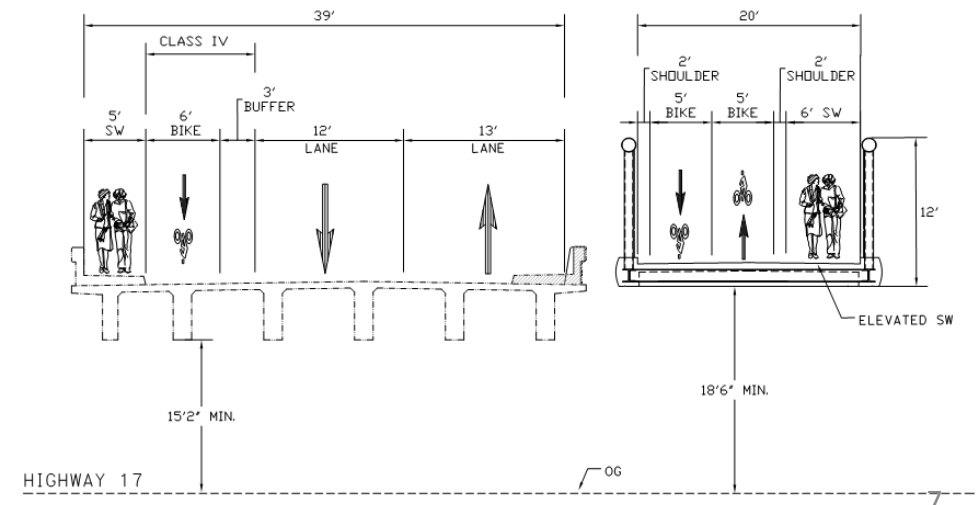
• Narrow Cross-Section

- One-way EB Class 1 Bike Path with sidewalk.
- Overall width is reduced providing less impacts to trees and adjoining intersections.



• Wide Cross-Section

- Two-way Cycle Track with sidewalk.
- Provides redundant option for WB bicyclists.
- Potential shoulder separations for enhanced bicycle experience or wider sidewalk for enhanced pedestrian experience.

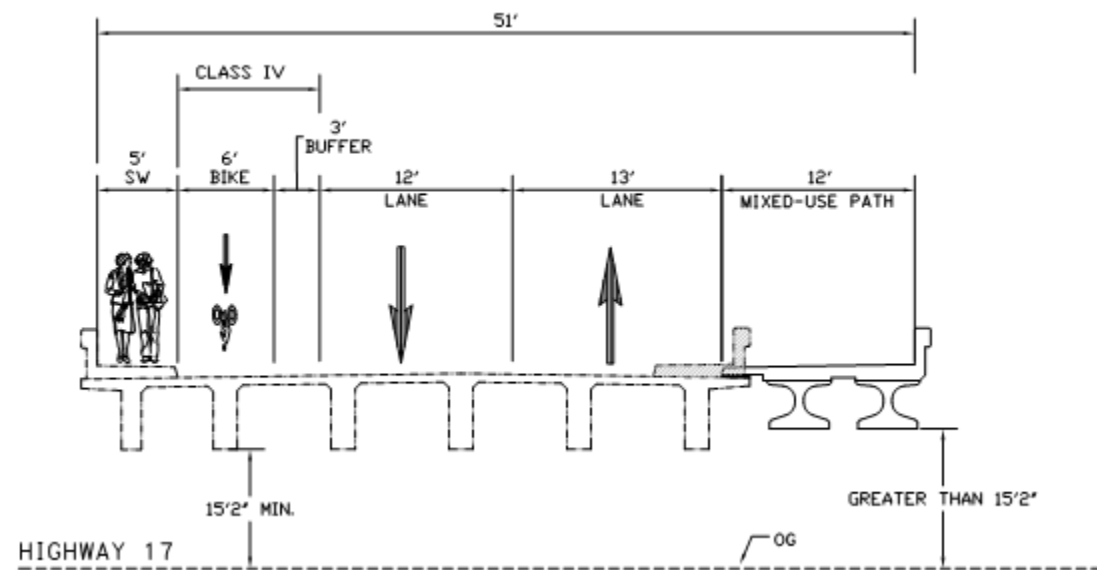


SECTION ALTERNATIVES

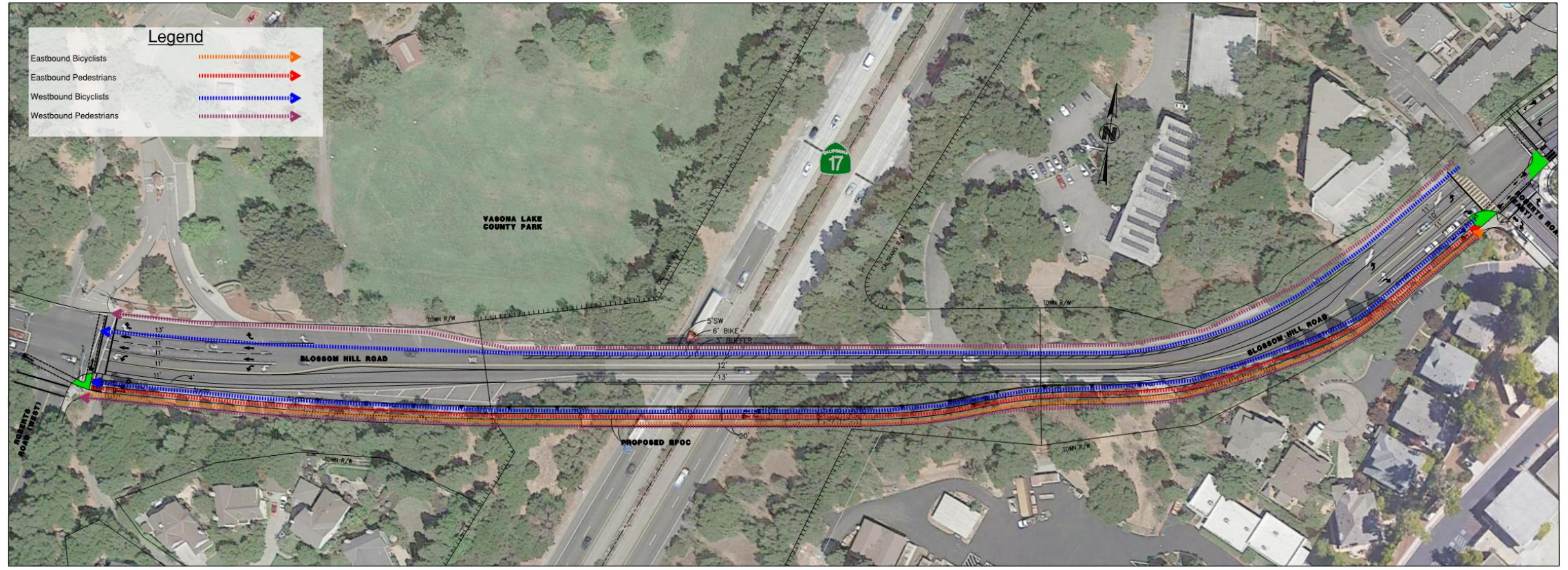


- **Traditional Cross-Section**

- 12' mixed-use pathway along the south side.
- Creative and Economical solution to Project's purpose and need, but requires Caltrans approval due to Nonstandard Design Features.
- Throwaway Costs when/if Caltrans replaces the existing structure.
- Overall width is reduced providing less impacts to trees and adjoining intersections.



Preferred Alternative – Blossom Hill



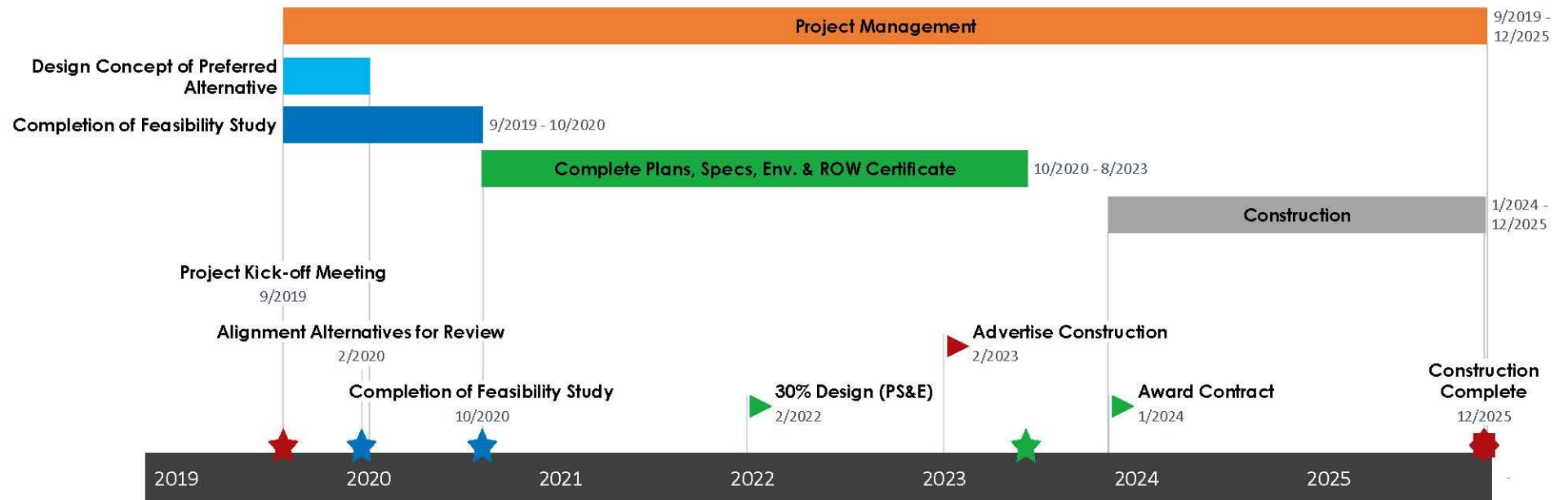
| User Group/Direction | Options |
|------------------------------|---|
| Bicyclists: Eastbound | Use the Bicycle and Pedestrian Overcrossing |
| Bicyclists: Westbound | Ride on the Class IV Bike Lane on the existing Blossom Hill Road Bridge; or cross to the south side to use the Bike and Pedestrian Overcrossing |
| Pedestrians: both directions | Use Existing Sidewalk on the north side of Blossom Hill Road Bridge; or walk on the Bike and Pedestrian Overcrossing |

PROFILE AND IMPACTS



- Proposed bridge profile is roughly 6' higher than existing Blossom Hill Road towards east end of bridge.
- Wider Bridge more potential impacts to existing trees and mitigation.

Project Milestones



Feasibility Study and Future Phases

| Milestone | Schedule |
|--|-------------------------------|
| Preliminary Evaluation | January - March, 2020 |
| Outreach Round 1 – Initial Screening | February 2020 |
| Town Council confirmed two alternatives | March 3, 2020 |
| Outreach Round 2 | August 2020 |
| Town Council considers preferred alternative | September 1, 2020 |
| ATP Application for Construction Dollars | September 15, 2020 |
| Final design | Early 2021 - August 2023 |
| Advertise Construction | November 2023 |
| Award Contract | January 2024 |
| Construction (pending funding availability) | February 2024 – December 2025 |

